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DEVELOPMENT OF THE RUMANIAN RAILROADS

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The Rumanian State Railroads were severely damaged during the war. Some of the railroad lines, tunnels, bridges, and other installations were completely destroyed, and traffic was at a standstill on several lines when the war ended.

After liberation, in August 1944, reconstruction work was begun immediately, and traffic was resumed on all lines in record time. During 1946 - 1947, reconstruction was completed, and operations were restored to the 1938 level.

The third period of the postwar history of the Rumanian State Railroads began in 1948. Nationalization of the more important industrial establishments and the concomitant increase in traffic made extremely heavy demands on the railroad system, which met its responsibilities by introducing labor competition, the 500-kilometer and 15,000-kilometer movements, complex brigades, etc.

Traffic

The following table shows the development of traffic on the Rumanian State Railroads from 1945 to 1950, using September 1944 as a base year (in percent):

Designation	1945	1946	1947	1948	1949	June 1950
Number of freight cars loaded	154	140	140	300	336	420
Number of freight ton-kilometers	109	86	81	146	174	231
Number of passenger-kilometers	97	122	126	102	113	137

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Designation	1945	1946	1947	1948	1949	June 1950
Traveling speed of steam-driven passenger trains	2	18	23	38	47	66
Traveling speed of freight trains	12	18	30	41	44	60
Turnaround time	33	89	120	260	290	388
Gross ton-kilometers per train	8	8	9	15	16	25
Net ton-kilometers per train	20	18	18	30	53	66

As can be seen from the above table, the results achieved during the last 2 years were particularly gratifying in the number of freight cars loaded (336 percent and 420 percent), freight ton-kilometers (174 and 231 percent), and turnaround time (290 and 388 percent).

Traction and Maintenance

The average mileage covered by passenger-train locomotives per year improved by 227 percent during the last 6 years. This improvement is equivalent to 168 kilometers per locomotive per day. During the same period, the mileage of freight trains increased by 258 percent, or 134 kilometers per locomotive per day. These increases are largely due to the 500-kilometer movement, which resulted in a daily average mileage of 800 kilometers for passenger trains and 500 kilometers for freight trains.

Since 1948, the locomotive boilers have been washed with a soda solution, which dissolves hardened precipitation. In addition, the so-called Everlasting blower has been introduced, which removes mud from the boilers promptly after it is formed. Because of these innovations, the frequency of boiler washings has been reduced, and the utilization of locomotives was stepped up by 38 percent in 1950, as compared with 1948. As a result, average locomotive mileage between boiler washings was increased from 2,229 kilometers in 1948 to 41,218 kilometers in 1950. Currently, investigation is conducted envisaging the increase in mileage between boiler washings to as much as 75,000 kilometers.

Fuel consumption has been reduced by 27 percent since 1944. Consequently, coal consumption per 100 gross ton-kilometers has dropped to 2.19 kilograms, resulting in a saving of 236,185 tons of coal [per year?].

The improvements described have resulted in a progressive reduction in operating costs and increases in productivity. Comparison between data for 1948 and the first quarter of 1950 shows the following results: In 1948, operating costs dropped 3.66 percent below the norm, whereas during the first quarter of 1950, they dropped 13.59 percent below the norm. Productivity increased by 15.23 percent in 1949, as compared with 1948. In 1950, productivity showed an increase of 29.84 percent during the first quarter in comparison to the first quarter of 1949.

In regard to rolling stock, the principal improvements since August 1944 are as follows: (1) 1,465 locomotives have been equipped with "Everlasting" blow-off valves; (2) 832 locomotives have been equipped with movable firebox grates; (3) 68 locomotives, series 375 and 376, have been equipped with automatic brakes; (4) 67 locomotives have been equipped with installations

protecting the locomotive personnel against smoke and fumes in tunnels; and (5) all series 150,000 and 150,100 locomotives have been equipped with speed indicators and slide-valve rod extensions.

During the last 6 years, two large roundhouses have been built, and currently, four additional roundhouses are under construction. The problem of water supply has been solved by establishing new, modern watering installations. The old watering installations have been modernized by replacing the steam-operated engines by diesel or electric motors. In the course of modernization, the roundhouses were equipped with electric and hydraulic coal elevators, electric boiler-washing pumps, welding power units, axle pits, etc. Since 1 August 1950, the performance-pay system has been introduced in 26 roundhouses. Particularly great attention is being paid to the training of personnel on a large scale. Instruction, in part given on a specially equipped school train, is centered on the operation and maintenance of air brakes and emergency measures.

Track maintenance accounts for 15 percent of the total expenditures of the Rumanian State Railroads. In this connection, it may be noted that traffic was at a standstill on 13 percent of the total trackage in August 1944, and that 63 percent of the destroyed rail network was restored to service in 1945. Since then, 30 percent of the total trackage has been rebuilt, and railroad traffic in Rumania has again reached the prewar level.

As a result of the damaged condition of buildings and equipment, the efficiency of the railroad workshops declined to a record low level at the end of the war, and even the small amount of repair of rolling stock that could still be done was performed in small, provincial repair shops. These conditions have, however, been improved during the last 6 years. Currently, the repair of a freight car, for example, which required 15-20 days 6 years ago, is completed in 4-5 days.

Planning

In 1945, a planning directorate was organized in the general directorate of the Rumanian State Railroads. The first comprehensive plan drawn up by the planning directorate for 1948 - 1949 was composed of the following detailed plans: (1) setting up targets in the number of passenger-kilometers, ton-kilometers, etc., for a traffic plan; (2) operating with an itemized statement of rolling stock, personnel, and material required for the implementation of the traffic plan; (3) listing the appropriations needed for the procurement of rolling stock, the construction of railroad lines, buildings, and bridges, etc.; and (4) provisions for the financial management.

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